

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

November 18, 2002 – 1:30 p.m. – 3:30 p.m.

Auditorium, MTC

101 8th Street, Oakland, CA

AGENDA

1. Introductions
2. Minutes of October 21, 2002 PTAC Meeting*
3. Report of Joint Finance Working Group (Kline/Rensi/Goldberg)

Discussion Items

4. Legislative Update* (Long)
Review of the draft state and federal legislative programs for the next session.
5. Performance Measures in the 2004 RTP* (Klein)
Legislation passed in 2002 requires that MTC modify the performance measure process begun during the 2001 RTP to include a project-level analysis. MTC staff hopes to begin meeting with a joint committee of the Advisory Council and the Bay Area Partnership before the end of the year.
6. TEA 3 Programming (McKeown)
Review decisions on programming schedule reached at the Partnership Board meeting. Also, highlight remaining decision points for the TEA 3 programming cycle.
7. Status Report on Customer Service Projects (Driver/Crotty)
The third in a series of status reports on MTC customer service projects. The projects highlighted this month will be TransLink® and the Regional Rideshare program.

Information Items

8. Partnership Board Report (Miller/McKeown)
9. California Transportation Commission Report (McKeown)
10. Air Quality and TIP Issues (McKeown)
11. Regional ITS Architecture* (Markowitz)
12. Other Business

Next meeting – December 16, 2002

* Agenda Items attached.

Contact Alix Bockelman at 510.464.7850 if you have questions about this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are taped recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

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Parking at the MetroCenter: Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

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October 21, 2002

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1. Introductions

Paul Maxwell (Vice-Chair) asked for introductions.

2. Minutes of September 16, 2002 PTAC Meeting

The minutes were approved without change.

3. Report of Joint Finance Working Group

Geoff Kline (C/CAG) reported that the November Finance Working Group meeting has been cancelled and the Project Delivery workshop that had been scheduled after the regularly scheduled Finance Working Group meeting has been re-scheduled to December.

Marcella Rensi (Santa Clara Valley Transportation Authority) reported on the Joint Working Group and said that MTC is evaluating the results of a survey they asked the group to complete on the new merged meetings.

Joel Goldberg reported that the Transit Finance Session discussed Transit Capital Priorities and the options for addressing the economic challenges of the transit operators. In addition, the group met on October 7th to continue the discussion on preventive maintenance strategies to address transit budget shortfalls.

DISCUSSION ITEMS

4. Legislative Update - Rebecca Long (MTC) invited the group to submit ideas for MTC's Legislative Program for next year.

She was asked about how Prop 51 was doing in the polls? She said that she hadn't heard of any recent polls, but that during the summer Prop 51 was polling well – about 65% in favor. On other legislation, she reported that:

AB 2360 – Freeway Service Patrol – passed with an additional \$5 million available statewide.

AB 2389 – Would have codified the TEA funding split in state law – the bill did not pass, but the TEA Advisory Committee to the CTC approved the current split.

AB 2637 – Smog II – Passed, but it will be a few years before it takes effect.

SB 1492 – Passed and requires MTC to use performance measures to evaluate future transportation investment decisions.

SB 1555 – Bicycle/Pedestrian Safety – vetoed by Governor, lack of funding.

SB 1636 – The Governor signed this bill which authorizes cities to create Infill Opportunity Zones which are exempt from level of service requirements under the Congestion Management Program law. This is supposed to provide less barriers to infill development.

Rebecca reported that Congress has adjourned until late November. Currently, transportation funds are being allocated via a continuing resolution of the budget, but this will expire in late November. When Congress resumes it will be a lame duck session, and a final budget may not be approved until the new members are sworn in after January 2003.

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She asked the group if there was any interest in holding a workshop to develop a legislative program for next year. No one at the meeting expressed an interest.

5. Recommendation for Addressing Transit Operator Shortfalls Resulting from Recession
Alix Bockelman (MTC) reported that MTC has been meeting with the individual transit operators to discuss their anticipated budget shortfalls. The main topic of discussion at the October 7th Transit Workshop was to develop a strategy that would allow FTA Section 5307 funds to be used for preventive maintenance. Typically, these funds are dedicated to replacing capital assets in the region. Under the proposals, capital needs will be deferred for a year to allow funds to be used to supplement operating budgets. A set of principles were developed and distributed to the workshop participants (included in PTAC packet) and efforts are ongoing to establish a funding distribution plan that would be mutually agreeable for all operators. Alix proceeded to walk through the principles outlined.

She emphasized that this effort was to be a “one-time only” use of such funds for preventive maintenance purposes. The operators are being requested to supply budget information about how they will deal with any future shortfalls should the economy not rebound in the near-term.

There was a question about the schedule of presenting the Preventive maintenance proposal to the Commission. Alix responded that the proposal will be presented to the Partnership Board on October 28th and to the Commission in November. Additional meetings are scheduled with the operators to achieve consensus.

Joel Goldberg said that the operators are close to reaching an agreement but that they weren't in agreement yet. In general, the Congestion Management Agencies seem supportive as long as the deferment does not result in additional demands on non-FTA funds sources.

The Partnership Workshop is scheduled for October 28th at 9:30 a.m. in Preservation Park.

Dianne Steinhauser congratulated the operators for their efforts in reaching an agreement on this issue.

6. Express Bus Operating Subsidy
Don Morgan distributed a proposed revision to the Regional Express Bus STA operating assistance policy. In line with the original policy, the proposal dedicates \$3 million per year of AB 2928 STA funds, plus one-third of the increment of AB 2928 funds above \$3 million to be used to subsidize express bus operators for the first five years of the program. The proposed change is to increase the amount of operating funds that each operator is eligible for from the original application guidelines. In the original policy, operators would be eligible to receive funds on a one-to-three STA/local ratio or 12.5% of operating costs overall, assuming a minimum of 50% farebox ratio. The proposed revision allows an operator to receive STA subsidy up to 35% minimum farebox recovery ratio in the first two years and 50% in year three and 75% for year five. This change reflects changes in funding assumptions and will help the operators for the first five years of the program.

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The length of the subsidy is not changing and would end after the fifth year. Don said that STA operating subsidies beyond the fifth year would have to be the subject of Proposition 42 deliberations. Operators will be required to document any subsequent additional needs.

Dianne reported that changes in the economy prompted changes in the financial assumptions for the program. The TCRP portion of the STA funding is estimated to be \$18 million to \$21 million over five years.

Nina Rannells (GGT) asked Don when the Grant Agreements would be approved? He reported that the AC Transit had been delivered on the day of the meeting and that Golden Gate's agreement was expected early next week.

Joel Goldberg (BART) noted that BART's Express Bus program also had a shortfall. Dianne said that she would meet with BART to discuss BART's financial situation.

7. Status Report on Customer Service Projects

Jamie Maldonado (MTC) gave a presentation on MTC's Freeway Service Patrol (FSP) program.

Jeff Georgevich (MTC) gave a presentation on MTC's T-TAP program. Through this program, sponsors can apply for grants from \$10,000 to \$20,000 to hire consultants to assist them in the signal retiming efforts necessary to maintain their signalization program.

Jeff was asked why MTC was funding this program? He replied that the Air District does not fund retiming efforts and the signals need to be retimed every five years. In addition, there is regional benefit to retiming projects that span multiple counties. The policy is currently being revisited.

Information Items

8. Fund Monitoring and Obligation Authority Report

Ross McKeown (MTC) reported on the Fund Monitoring and Obligation status. He said that the region hit their target of 100% obligation of the \$380 million programmed in the region. He said that \$68 million was unavailable to projects because of lack of Obligation Authority (OA) and those sponsors will receive their funds next year when additional OA becomes available. The sponsors who have not received their funds will have first call on any available funds from TEA-3. He advised sponsors to continue to request Advanced Construction authority so that there will be projects waiting for funds, when they become available.

Ross discussed the list of DBE sponsors and reminded the group that sponsors need to submit a DBE plan to Caltrans in order to receive funds for FY 03.

9. California Transportation Commission Report

Dianne Steinhauser (MTC) reported on the CTC meeting of October 2nd and 3rd. The CTC approved programming the remaining STIP funds from which MTC had several projects approved

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The CTC is willing to consider cost increases to projects, but only for construction phases.

MTC is considering amending the Bay Crossing study to include improvements to the reversible HOV lanes on the San Mateo Bridge and to include funds for a Regional Rail study. A decision was postponed from November to December so that additional information could be provided.

During the discussion on transit issues at the CTC meeting in San Diego, some of the Commissioners were concerned that the San Diego transit systems were only getting back 42% of their operating expenses from their farebox. A transit workshop is being planned to educate Commissioners on various transit-specific issues.

10. Air Quality and TIP Issues

Dianne reported that there was a hearing on October 7th on the EPA stay. The court has not reached a decision yet and may not for some time. The MTC Commission is scheduled to approve the 2003 Interim TIP on October 23rd. All questions raised about the 2003 Interim TIP have been addressed and will be published in the TIP. Dianne said that if the court does not lift the “stay” on the TIP, it may be 18 to 24 months before the projects not in the Interim TIP could be amended into the TIP.

Since the region is in its third year of Air Quality compliance, MTC is looking into applying for a change in the status of the region.

11. Other Business

Dianne noted special congratulations for several MTC staff.

- Alix Bockelman and Kate Miller for their work on negotiating an agreement to address the transit operator budget shortfalls.
- Ross McKeown and Raymond Odunlami for their work on the TIP

Next Meeting

Monday, November 18, 2002 (Meeting may be cancelled)

1:30 p.m. – 3:30 p.m.

MetroCenter Auditorium.



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: Nov. 11, 2002

FR: Rebecca Long

RE: Draft 2003 Legislative Program

Attached for your review and comment is a *draft* program for the 2003 state and federal legislative sessions. The draft has been submitted to MTC's Legislation Committee and will also be reviewed by members of MTC's various citizens' advisory committees. The intent is for the Legislation Committee to adopt the final version in December 2002.

DRAFT MTC 2003 LEGISLATIVE PROGRAM

STATE

Issue	Objective	Comments	Priority
Transportation Funding	Maintain existing local and statewide transportation funds from raids to balance the General Fund budget	In 1998, California voters approved Proposition 2 to safeguard transportation funding in the State Highway Account, Public Transportation Account, and Transportation Development Act (TDA). Nonetheless, we will need to remain vigilant in maintaining these transportation funds.	1
	Protect funding in the Traffic Congestion Relief Program (TCRP): Proposition 42 funding	The \$6.8 billion Traffic Congestion Relief Program (TCRP) in 2000 brought \$1.7 billion to the Bay Area. The six-year funding program resulted from shifting the sales tax on gas to transportation purposes for the years FY 2001 through FY 2006. Proposition 42 made permanent this fund shift. During the 2001 budget cycle, a refinancing plan was approved that delayed the sales tax shift for two years and extended the program through FY 2008. We will seek to ensure that no further delay be imposed on the program and that Proposition 42 funds be dedicated to transportation as passed by the voters.	1
	Toll Bridge Expenditure Plan	Support efforts by Senator Perata and the Senate Select Committee on Bay Area Transportation to increase the toll on the state-owned Bay Area toll bridges to enhance transit options, and other travel options in the bridge corridor. Support a congestion pricing pilot project on the San Francisco-Oakland Bay Bridge as part of the legislation.	1
	Support lowering the 2/3 super majority vote for local transportation taxes	Support an appropriate measure to reduce the 2/3rds vote requirement for transportation taxes. Currently, 16 counties representing approximately 85% of the state's population have passed local sales tax measures. Of these, 13 will face reauthorization within the next 10 years. In prior years, MTC supported efforts to pass a constitutional amendment that, if approved by California voters, will amend the California Constitution to lower the approval requirement for local option transportation tax measures — including local option sales taxes and the regional gas tax.	1

DRAFT MTC 2003 LEGISLATIVE PROGRAM

STATE

Issue	Objective	Comments	Priority
Transportation Funding continued	As a general rule, protect existing state programming commitments by opposing project or program specific “off the top” funding bills	During the last two legislative sessions, several bills have been introduced — and some enacted — that have targeted funding for specific projects or programs, as opposed to making funding available for the discretionary decision making of the regions and the state through the State Transportation Improvement Program (STIP) process. While MTC has supported some of these measures, notably the Safe Routes to School Program, as a general rule, we will seek to protect valuable discretionary programming authority under SB 45 by opposing legislation that seeks to divert existing STIP funds for special interest purposes. We will also oppose any efforts to reduce the 75% share of STIP funds received for regional and local decision-making under SB 45.	2
Transportation Funding and Clean Air	Identify new funding sources for transit operations and elderly and disabled services.	Recent downturns in the economy have hit local transit operators with a double whammy of reduced fare revenue and a drop in sales tax operating dollars. As transit services have expanded in recent years to meet ever-greater demands for transit service, a strong economy was critical to maintaining these services. With the specter of a prolonged weak economy, operating funds for transit will be increasingly strained. In addition, given the dramatic growth of the elderly population in the Bay Area anticipated in the coming years, more service demands are imminent. We will work with interests across California to identify new funding sources for transit operations to counteract the cyclical nature of sales tax revenues.	2
	Address the goals of the 2001 RTP and the 2001 Ozone Attainment Plan	To address the goals of the 2001 Regional Transportation Plan and the 2001 Ozone Attainment Plan, seek out legislative strategies to assist in implementation of further study measures identified in the two plans. Such strategies would include additional operational improvements such as signal timing, traffic incident management and more productive and expanded transit services. MTC will seek opportunities to increase local funding options for a wide range of congestion relief and smart growth strategies. The bridge toll bill above is a specific example of this strategy; however, other opportunities may present themselves.	2

DRAFT MTC 2003 LEGISLATIVE PROGRAM STATE

Issue	Objective	Comments	Priority
Regional Governance	Oppose efforts to merge MTC and ABAG governing boards, and instead seek consensus at the local level for ways to better address the region's transportation, housing and land use challenges	SB 1243 (Torlakson) was a bill that, in its original form, called for a study of merging MTC and ABAG. As the bill progressed through the legislative process, it was the subject of heated debate. In its final form (under a different bill number: SB 864), the measure would have transferred certain planning functions from ABAG to MTC. Ultimately, however, the bill failed to advance from the Assembly. In the intervening months, MTC has begun a dialogue with the congestion management agencies to see if there is consensus at the local level on how best to address the question of regional governance and ways to better integrate transportation and other infrastructure investments with local land use decisions. We hope to work with our local government partners to develop recommendations for Senator Torlakson's consideration in the upcoming legislative session.	1
Smart Growth	Support measures that strengthen the transportation-land use connection	Work with the five regional agencies that sponsored the Regional Smart Growth Strategy report to develop a list of proposed actions on regulatory relief and fiscal incentives to implement the alternative growth pattern developed by the project.	1
Welfare to Work	Seek a larger exemption for motor vehicles owned by CalWORKs	MTC will seek legislation similar to AB 144 (Cedillo) (passed but vetoed in 2001) that provides a larger exemption for the value of motor vehicles owned by CalWORKs recipients. Currently only \$4,650 of fair market value of a vehicle is exempted from the CalWORKs and Food Stamp program resource limits. In order to provide reliable transportation, we believe this limit should be increased.	2
Bicycle Access	Eliminate statutory restrictions on the use of bicycle racks on commuter and express buses	Current state law prohibits 45-foot commuter coaches from being equipped with bicycle racks, even while 60-foot local buses may use them. Given the considerable investment planned for the region's express bus network, and efforts to enhance bicycle access to the transportation network, MTC will seek legislative support to remove the current prohibition against bicycle racks on commuter buses.	2

**DRAFT MTC 2003 LEGISLATIVE PROGRAM
STATE**

Issue	Objective	Comments	Priority
Caltrans Operations Budget	Seek funding through budget process for Caltrans traffic operations	Adequate funding for operations on the state highway system is an important element out the overall congestion relief efforts in the Bay Area. As in prior years, MTC will seek an increase in statewide Freeway Service Patrol funding as part of our commitment to incident management on Bay Area freeways. These funds are included as part of Caltrans' overall budget. We will also seek funds from other sources (such as the State Highway Operations and Protection Program) to augment Caltrans budget for traffic operations	2

**DRAFT MTC 2003 LEGISLATIVE PROGRAM
FEDERAL**

Issue	Objective	Comments	Priority
TEA 21 Reauthorization — TEA 3	Support a reauthorization bill that preserves the basic framework and key principles of TEA 21	<p>TEA 21 (Transportation Equity Act for the 21st Century) will expire on September 30, 2003 — the end of next federal fiscal year. On the premise that ISTEA brought about groundbreaking policy changes and TEA 21 maintained those policies and yielded unprecedented and guaranteed levels of funding, we will work with national and statewide interests to secure a reauthorization bill that continues these policies.</p> <p>We will work to preserve the straightforward themes of flexibility and empowerment of metro areas and local governments through metropolitan planning organizations (MPO) as an essential voice in addressing America's mobility needs.</p>	1
FY 2004 Appropriations and Funding Levels	Continue to advocate for adequate federal appropriation funding levels, including the highest possible funding for the transit and highway programs	The FY 2004 US DOT appropriations and future year authorized funding levels will be determined in the reauthorization process. We will seek to increase transportation investment to the maximum level possible, including advocating for additional transportation revenues. We will endeavor to protect TEA 21's "guaranteed" funding structure, and to strengthen the trust fund features of the Highway Trust Fund.	1

DRAFT MTC 2003 LEGISLATIVE PROGRAM
FEDERAL

Issue	Objective	Comments	Priority
FY 2004 Appropriations and Funding Levels (cont'd)	Maximize the flow of U.S. DOT discretionary program dollars to the Bay Area	<p>With respect to the region's Resolution 1876 rail extension program, we will continue to advocate for the BART-to-SFO extension to receive its FY 2004 earmark in the amount stipulated in the Full Funding Grant Agreement (FFGA): \$100 million. Acknowledging that securing annual appropriations to the BART-SFO extension project at the FFGA levels remains a first priority, in 2003 the Commission will continue its advocacy efforts related to its new Resolution 3434 to position the next generation of Bay Area projects for federal New Starts funds.</p> <p>Resolution 3434 proposes to re-institute a regional voice into the Section 5309 discretionary bus program. This would give the Commission an advocacy platform for building alliances with transit interests beyond current New Starts projects — a positive step in outreach to our Washington delegation. In addition we will support efforts to authorize a Bay Area set-aside for ferryboat funding and support a discretionary bridge earmark to fund seismic retrofit of the Golden Gate Bridge, among other discretionary funding programs.</p>	1
Amtrak and High-Speed Rail	Advocate the continuation of a federal commitment to the national passenger rail system — Amtrak and seek high-speed rail investment.	MTC will support congressional actions to maintain a federal commitment to passenger rail transportation in America through Amtrak. In addition, as part of a strategy to continue Amtrak, we will seek a federal commitment to fund high-speed rail. As California is set to ask the voters to approve a nine billion dollar investment in high-speed rail at the November 2004 ballot, a national commitment to assist in this massive state effort is appropriate.	1
Temporary Assistance for Needy Families Reauthorization	Seek coordination and flexibility in using TANF funds to support MTC's Lifeline Network and other transportation services to assist individuals in their transition from welfare to work	In 1996, the previous federal welfare program called Aid to Families with Dependent Children (AFDC) was repealed and replaced with a new program — Temporary Assistance for Needy Families (TANF). TANF provides over \$16.5 billion annually in federal funds through FY 2002 to states for welfare benefits on a time-limited basis. Transportation issues have emerged as an important element to those recipients who are transitioning to work. MTC will provide technical assistance to state and national associations and to policy makers involved in the reauthorization of TANF to ensure that transportation issues can be addressed effectively.	2

DRAFT MTC 2003 LEGISLATIVE PROGRAM
FEDERAL

Issue	Objective	Comments	Priority
Senior Mobility	Look for opportunities to enhance mobility of the region's growing senior population	Given the dramatic growth of the elderly population in the Bay Area anticipated in the coming years, MTC will look for opportunities to improve transportation options for seniors. In addition to the upcoming federal surface transportation reauthorization, there may be changes to the Older Americans Act, Medicare, and Medicaid. Specific issues may include funding, requirements for transportation within aging-related programs, and further steps to enable coordination.	2
Access Rights	Secure freight railroad access rights	Currently, Amtrak is guaranteed access to the freight railroad network to operate intercity service through negotiations with freight rail operators for use of their tracks for passenger services. Other public commuter rail and transit authorities, however, do not have similar access status. Rail interests in Washington, including the American Public Transportation Association (APTA) and the New Starts Working Group, have been exploring the potential to secure freight trackage access rights for public transit operators equivalent to those extended to Amtrak. We will continue to support the efforts of APTA and our region's transit operators on this issue.	2

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: November 18, 2002

FR: Lisa Klein

W.I.:

RE: 2004 RTP: Performance Measures

Legislation enacted in 2002 requires MTC to evaluate projects and programs in the upcoming 2004 Regional Transportation Plan (RTP). MTC staff hopes to begin discussions on this topic with a joint committee of the Advisory Council and the Partnership Technical Advisory Committee before the end of the year.

Background

SB 1492 enacted this year sets forth three requirements related to the use of performance measures in the 2004 RTP. (See [Attachment A](#) for the full text the bill.)

1. MTC must establish performance measurement criteria at the project and corridor level by July 1, 2003.
2. MTC must adopt goals and measurable objectives for RTP corridors.
3. MTC must evaluate all projects and programs in the 2004 RTP using the adopted measures and goals/objectives. This requirement excludes projects in Track 1 of the 2001 RTP.

The new legislation requires MTC to take a different approach to performance measurement than used in the 2001 RTP, in which MTC conducted a “system level” analysis of the alternative investment programs in the Environmental Impact Report. The committee will address a number of topics arising from the new requirement to conduct project-level analysis. For example:

- How to frame corridor-oriented performance goals and objectives;
- How to define criteria for a range of project types;
- How to develop project-level information for the analysis;
- How to make evaluation be meaningful without second guessing corridor studies, which are more detailed;
- How to ensure consistency of data; and,
- When to use qualitative criteria.

Next Steps

MTC would like to hold a kick-off meeting in December. The joint committee would meet as necessary, likely monthly, from January through May. We have considered scheduling the meeting to follow the monthly meeting of the Advisory Council (2nd Wednesday) but will consider other meeting times as necessary.

Attachment A
Text of SB 1492

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 66535 is added to the Government Code, to read:

66535. (a) Not later than July 1, 2003, the commission shall establish performance measurement criteria on both a project and corridor level to evaluate all new transportation projects and programs (investments) that have not yet been identified as "Track One Investments" in the 2002 regional transportation plan. These performance measures shall apply to proposed projects, and the impact those projects will have on their respective corridors. The commission shall utilize these performance measurements to evaluate and prioritize alternative transportation investments in order to meet the goals and objectives for each corridor for inclusion in the 2004 regional transportation plan.

(b) The commission shall adopt goals and measurable objectives for planning corridors and subcorridors delineated by the commission. These goals and objectives shall be compatible and consistent with the requirements of the performance measurement criteria established by the commission pursuant to subdivision (a) for inclusion in the 2004 regional transportation plan.

(c) Any costs associated with this section incurred by the commission shall be paid solely from funds provided pursuant to Section 99233.2 of the Public Utilities Code. If there is insufficient funding from this source, the commission is not required to perform the functions described in this section.

SEC. 2. Pursuant to Section 17579 of the Government Code, the Legislature finds that there is no mandate contained in this act that will result in costs incurred by a local agency or school district for a new program or higher level of service which require reimbursement pursuant to Section 6 of Article XIII B of the California Constitution and Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: Nov. 8, 2002

FR: Joel Markowitz

W.I.

RE: Regional ITS Plan Status

We are currently under contract with Iteris, Inc., to develop the Regional Intelligent Transportation Systems (ITS) plan. "ITS" is used broadly to include all manner of computer and communications systems applied to surface transportation. The plan will include a strategic deployment/integration plan and a regional "architecture," which is the systems engineering term for a technical framework for integrating computer/communications systems. The entire project is often referred to as the ITS Regional Architecture.

ITS Regional Architectures are required by a federal regulation adopted in April 2001, implementing a provision in TEA-21. The intent was to ensure that transportation technology-based projects using federal funds are coordinated with one another to achieve overall system management and operations objectives.

The project is broken into two phases: (1) Phase 1 comprises the inventory of ITS activities in the Bay Area and an initial assessment of that inventory in a "State of ITS" report, due this month; (2) Phase 2 will develop recommendations for system integration and propose standards and guidelines, if appropriate, for achieving implementation in a phased approach. Phase 2 is expected to wrap up mid-2003. The plan is predicated on consensus building across a diverse group of stakeholders.

In addition to the two phases, two activities cut across all others. First, there is a continuing program of outreach to potential ITS stakeholders, mostly in the public sector transportation community at this point. This will be expanded as needed to reach other relevant groups, like emergency services and freight movement. Second, we are providing technical assistance as requested by stakeholders on a case-by-case basis, recognizing that some partners have immediate needs for ITS expertise. The project will develop a list of regional ITS training and technical assistance needs, and propose a program for providing those services.

There are many related activities that will affect the project, including, among others: all the on-going ITS projects in the region; the Freeway Concept of Operations project and its products; Caltrans' TOS implementation plan; Caltrans Transportation Management Systems Master Plan; Caltrans' statewide ITS architecture project; the Smart Corridor Task Force; and the Center-to-center working group. Caltrans is also working on local assistance guidelines for ITS projects.

Our next stakeholder meeting is Thursday, November 21, 2002, at the Alameda CMA, 9:30-noon.
You are all invited to attend.

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